

Welcome to the SR-92 Alternatives Open House

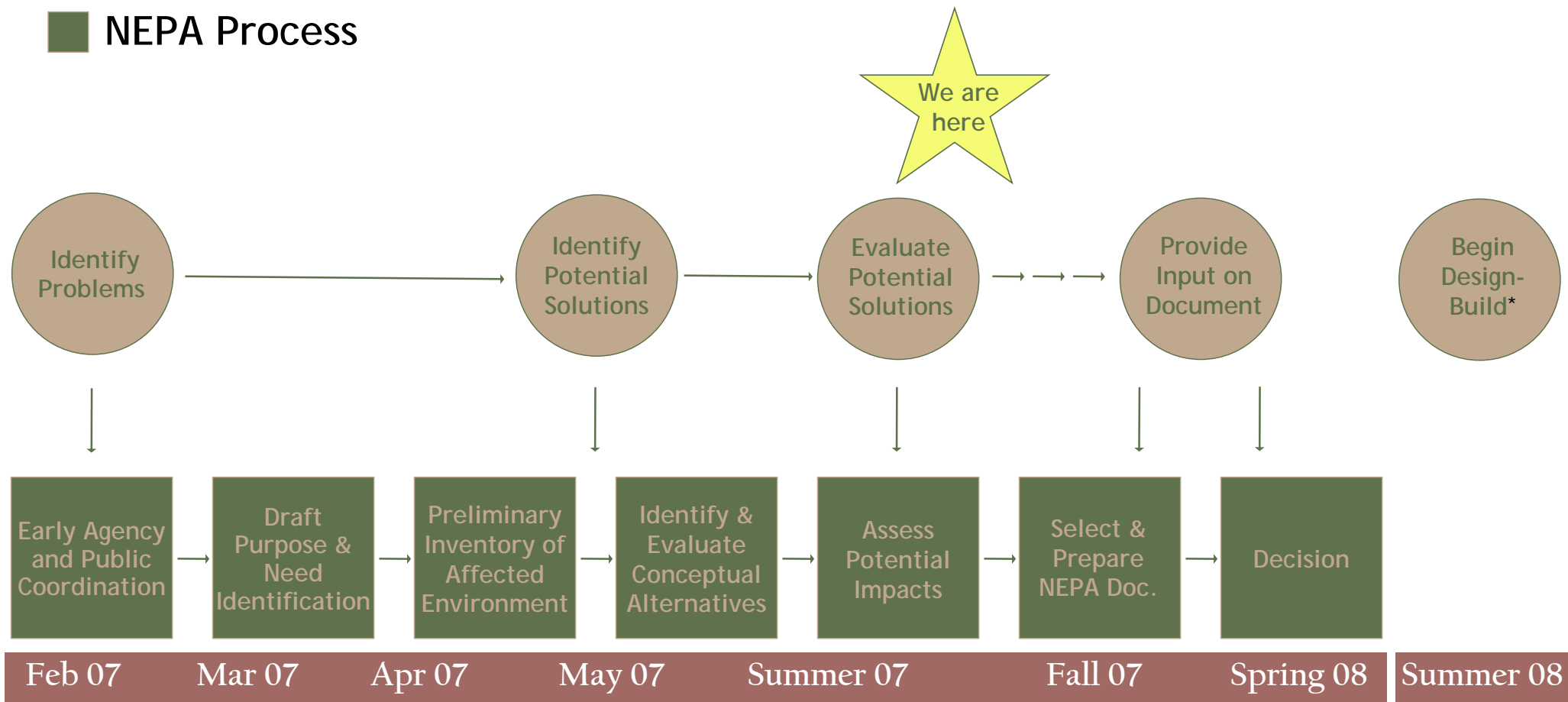


Please sign in

Environmental Assessment Schedule

● Agency and Public Involvement

■ NEPA Process

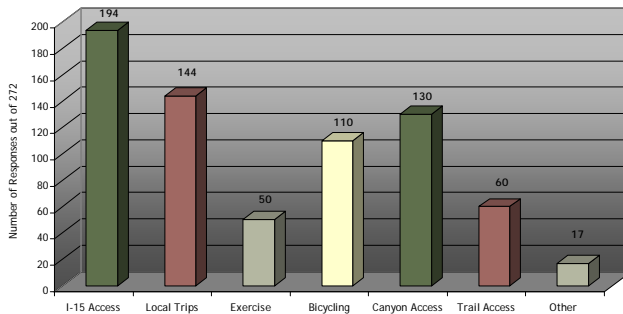


*Construction date is dependent on approval of the Environmental Assessment.

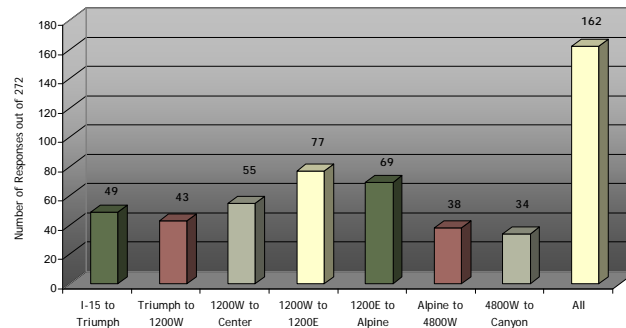
Community Outreach

Previous Outreach Efforts

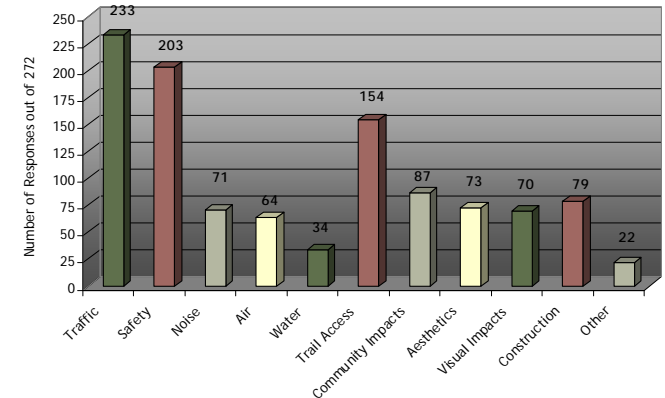
Why you use SR-92



Which sections concern you most



Which issues concern you most



In previous outreach efforts the project team heard that the following items are important: relieving traffic congestion; improving safety; and improving access to and from local trails, American Fork Canyon, and I-15. The project team is considering each of these results as they evaluate design options.

Community Outreach

Current Public Involvement Opportunities:

- ❖ Comment Form # 2 (online and hard copy)
- ❖ Project Web Site: www.udot.utah.gov/sr-92
- ❖ Project Email: sr-92@hwlochner.com
- ❖ Project Email Updates
- ❖ Business Outreach
- ❖ Media Relations

Upcoming Public Involvement Opportunities:

- ❖ Newsletters and News Updates
- ❖ Comment Form # 3 (online and hard copy)
- ❖ Noise Mitigation Open House
- ❖ Public Hearing

Purpose and Need of the Project

Purpose of Project

- Provide congestion relief in order to improve traffic flow on the regional transportation system
- Provide adequate roadway capacity to meet projected travel demand in the year 2030
- Improve the safety and operations for all users of the road; provide improved connectivity for all users, including bicyclists and pedestrians

Need of Project

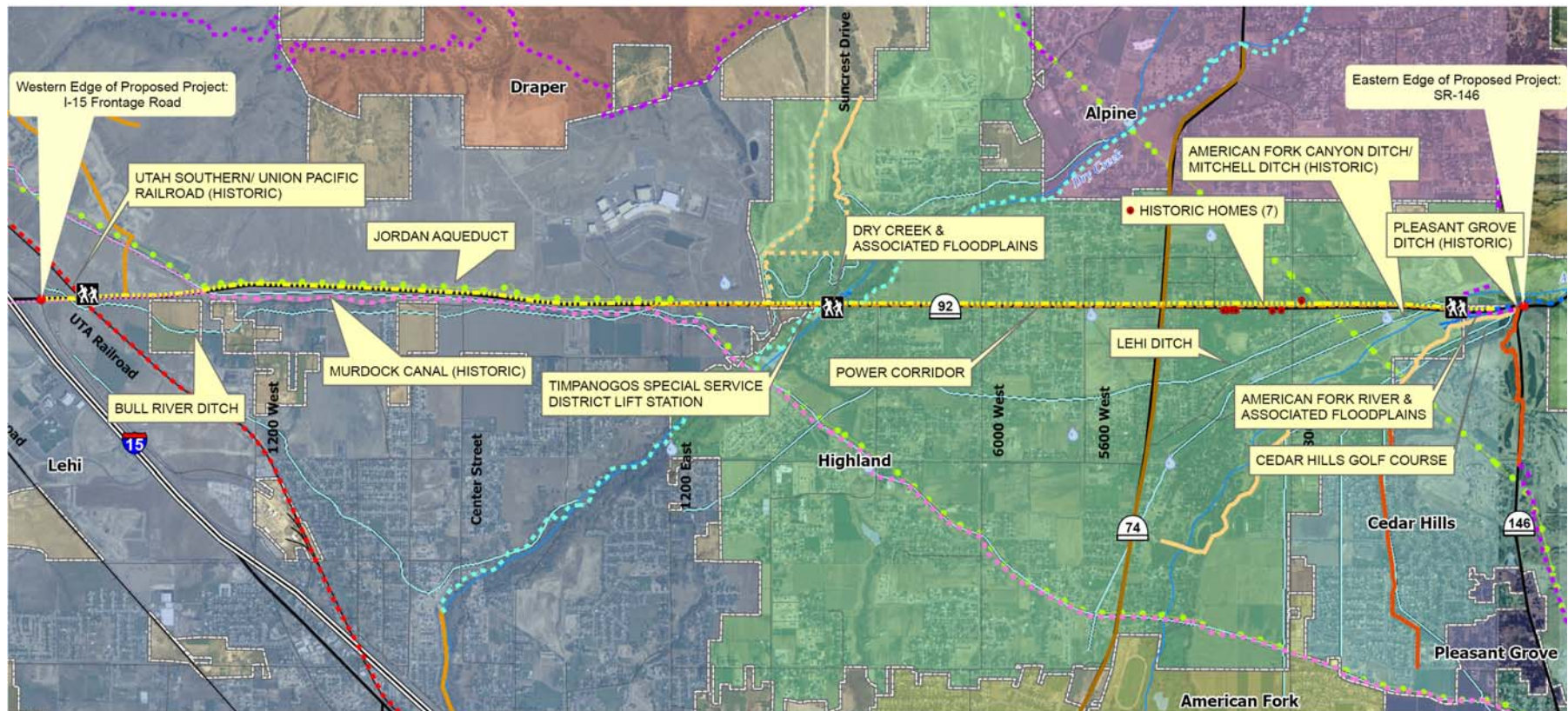
- Additional capacity to relieve congestion and improve traffic flow (based on projected population growth and related traffic congestion)
- Safe accommodations for bicyclists.
- Connecting to planned multi-use trails

The Purpose of the Project is Consistent with UDOT's Strategic Goals:

- Take care of what we have
- Make the system work better
- Increase capacity
- Improve safety

SR-92: Lehi - Highland Environmental Assessment

Environmental Resources and Constraints



0 0.25 0.5 1 1.5 2 Miles

Map Key:

City Boundaries Interstate Local Streets
Streams State Roads

Railroads
— Railroads
— Pipeline or Aqueduct
— Canal or ditch
— Streams

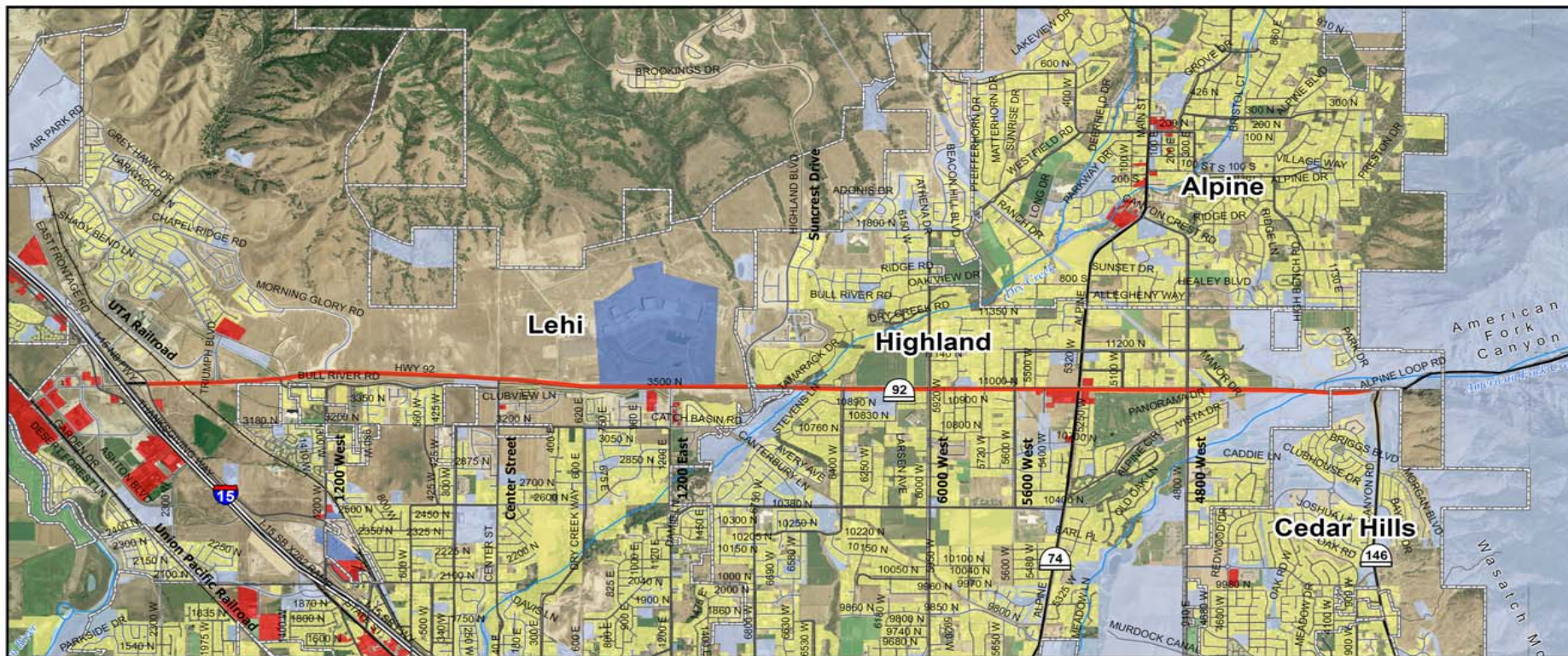
Water Source
— Jurisdictional Water
— Historic Building

Existing Trail Facility
— Highland City Trails
— Lehi City Trails
— Cedar Hills Trails
— SR-74 (bike lanes on road)
— Jordan River Parkway

Planned Trail Facility
— Hog Hollow Trail
— SR-92 (shared shoulder)
— SR-92 Trail (separate from road)
— American Fork Canyon Trail
— Bonneville Shoreline Trail
— Dry Creek
— Provo Reservoir Canal Trail
— Provo Reservoir Canal Trail Connector
— Historic Utah Southern Rail Trail
— Proposed Grade Separated Crossing

ENVIRONMENTAL RESOURCES & CONSTRAINTS

Current Land Use



Source: Utah County Assessor Data



Utah



0 0.5 1 2 Miles

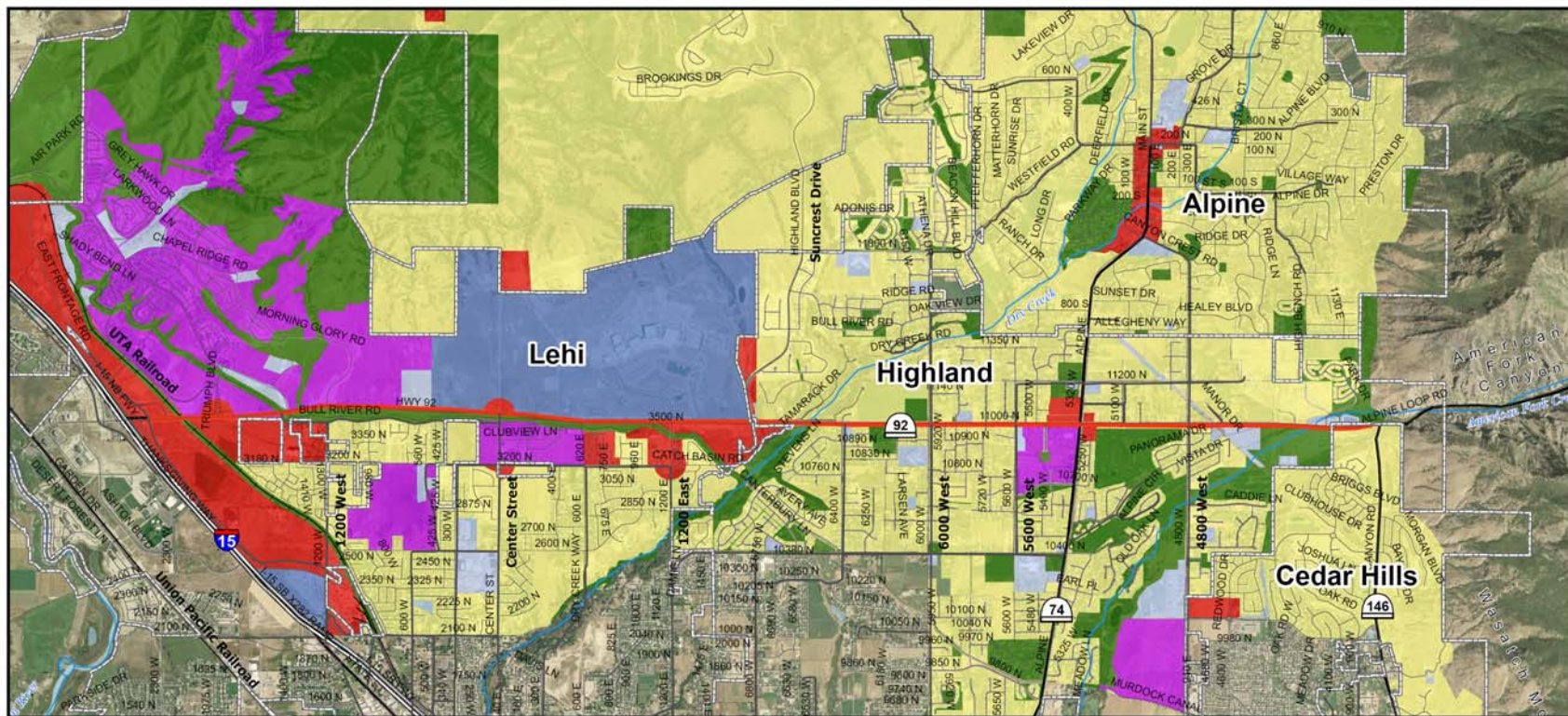
Map Key:

- City Boundaries
- SR-92 Project
- Interstate
- Local Streets
- State Roads
- Streams

Generalized Current Land Use

- Agricultural
- Commercial
- Exempt
- Industrial
- Residential
- Vacant/Open

Future Land Use



Source: city future land use plans



0 0.5 1 2 Miles

Map Key:

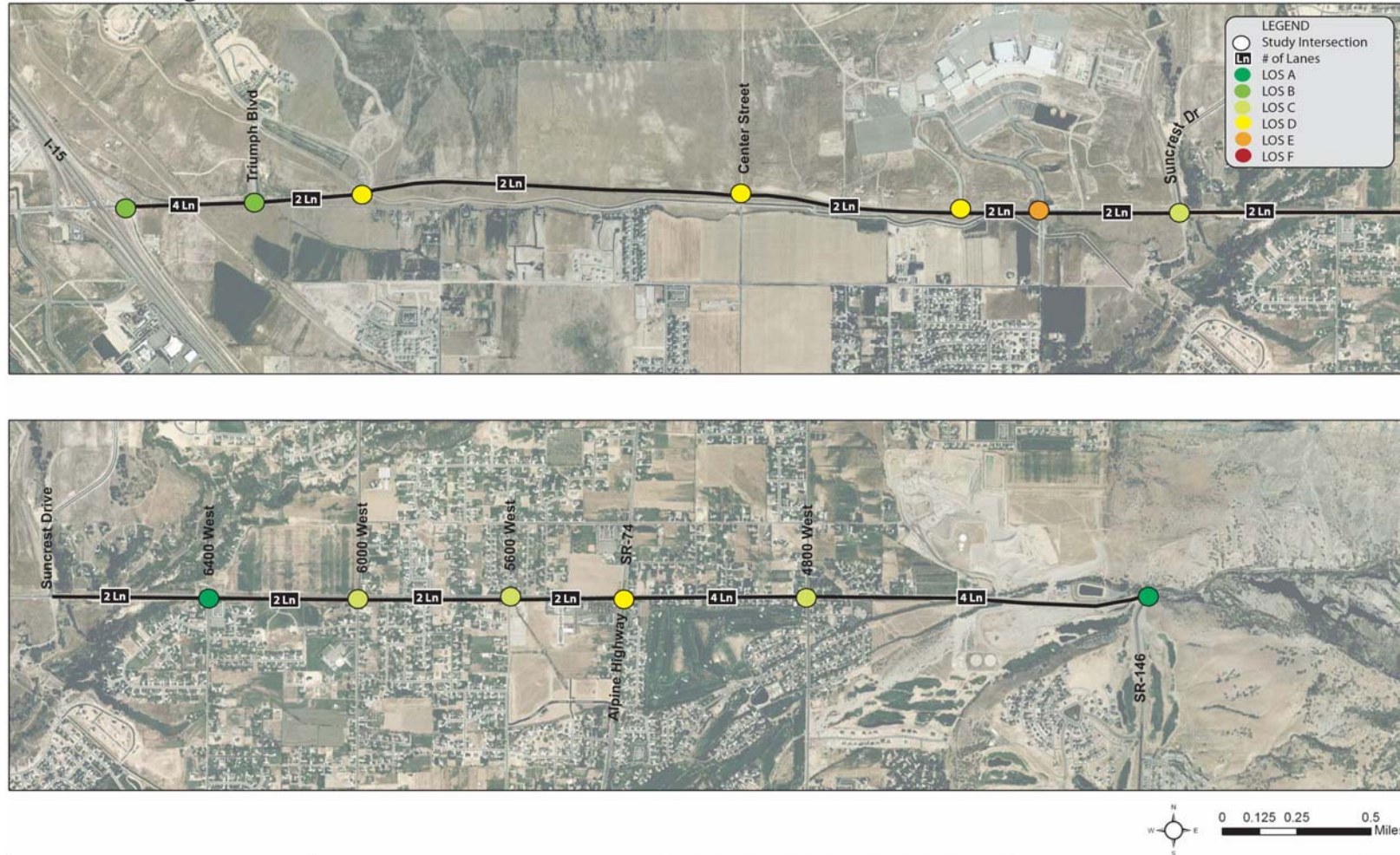
- City Boundaries
- SR-92 Project
- Local Streets
- Interstate
- Streams
- State Roads

Generalized Future Land Use

- Commercial
- Industrial
- Institutional
- Parks/Trails/Open Space
- Planned Community/Mixed Use
- Residential

Current Level of Service

SR-92: Existing Conditions - 2/4 Lane Arterial



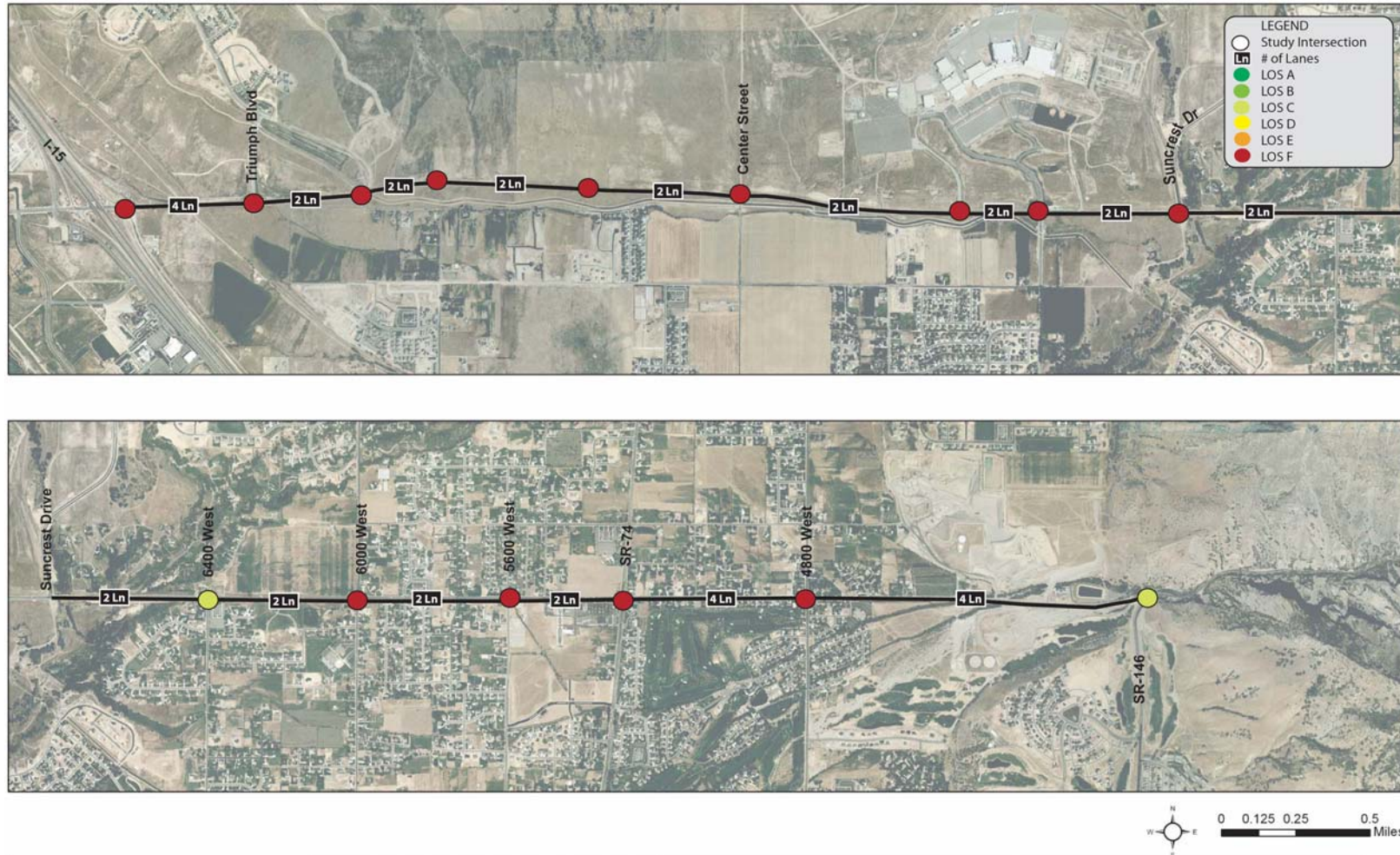
SR-92 Environmental Assessment

2007 PM Peak Hour Level of Service

Note: The color of each bubble represents the Level of Service at each intersection.

Future Level of Service No Build

SR-92: 2030 No-Build Conditions - 2/4 Lane Arterial



SR-92 Environmental Assessment

2030 PM Peak Hour Level of Service

Note: The color of each bubble represents the Level of Service at each intersection.

Alternatives Considered But Eliminated

Alternative	Reason Eliminated
Freeway With Interchanges and Frontage Roads (like I-15 or I-215)	2030 needs can be met with lower impact and lower cost alternatives; transition to arterial in Highland fails
Frontage Roads	Access needs can be met with lower impact and lower cost alternatives
Mass Transit Such As Light Rail	Inadequate demand given the population density along the corridor; not included in Long Range Plan (see Planned Transit and Bus Service)
Increased Bus Service	UTA is increasing bus service; but that measure alone will not meet the 2030 demand (see Planned Transit and Bus Service)

Potential Residential Relocations



PRELIMINARY



PRELIMINARY

Noise Mitigation Process

APPLICABILITY



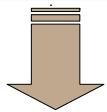
NOISE ANALYSIS



NOISE IMPACTS



MITIGATION CONSIDERATIONS



BALLOTING PROCESS



APPROVAL CRITERIA

What noise levels will be analyzed on SR-92?

Current and future noise levels along the corridor will be analyzed as part of this study.

How are noise impacts determined?

Future projected noise levels are compared to existing land use, sensitive receptors, and noise levels.

What decides if noise walls will be installed along SR-92?

If noise walls are found to be both feasible and reasonable, and if they meet other specific requirements, a noise balloting process will be conducted.

Will I get to vote on noise walls?

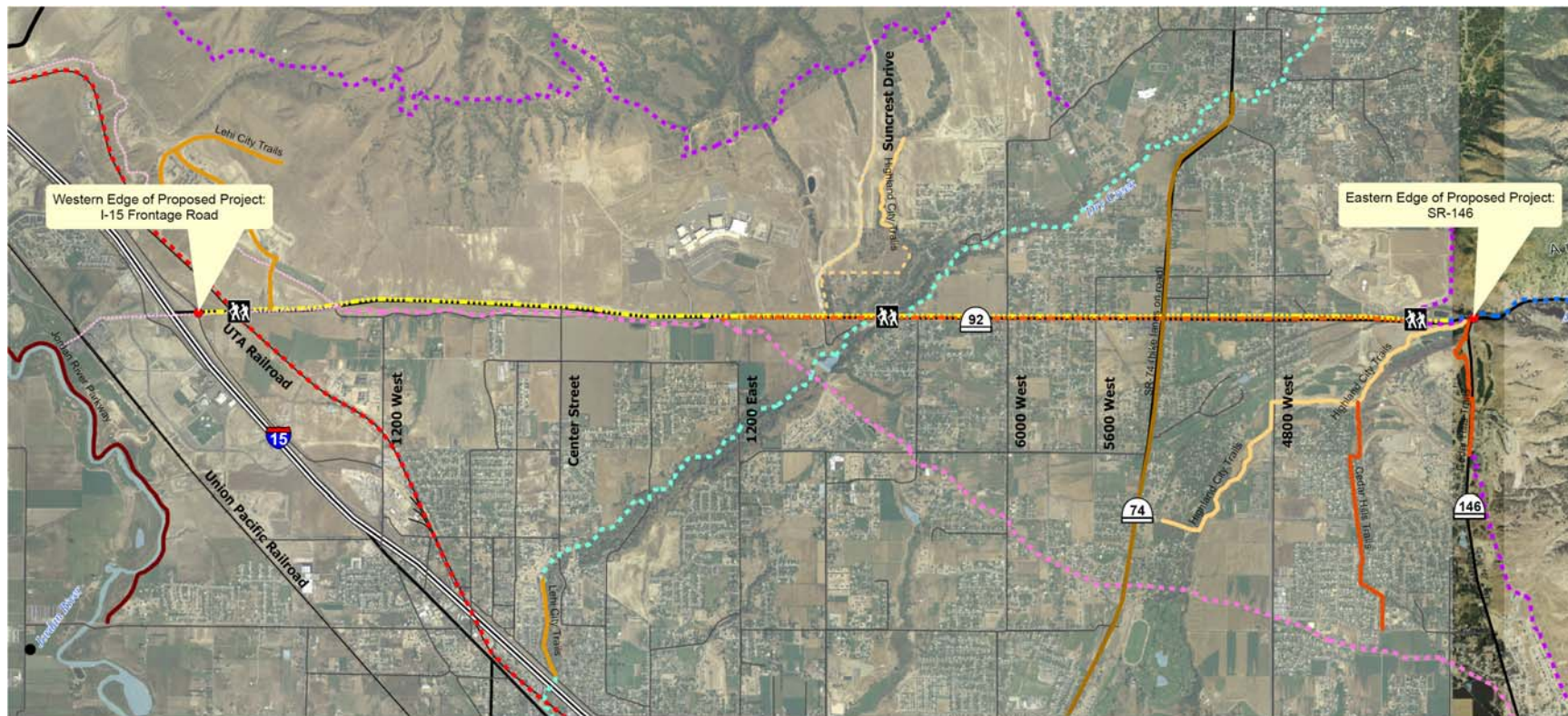
The project team will hold a public open house to present the noise impacts, potential wall locations, properties eligible to ballot, and the balloting process. You may be eligible to vote if you are impacted and meet voting criteria.

How are noise walls approved?

A noise wall is approved, if enough of the eligible property owners support a noise wall according to UDOT policy.

SR-92: Lehi - Highland Environmental Assessment

Trails in the Project Area



SIS data from AGRC and MAG, additional information from Lehi, Highland, and Cedar Hills Plans.



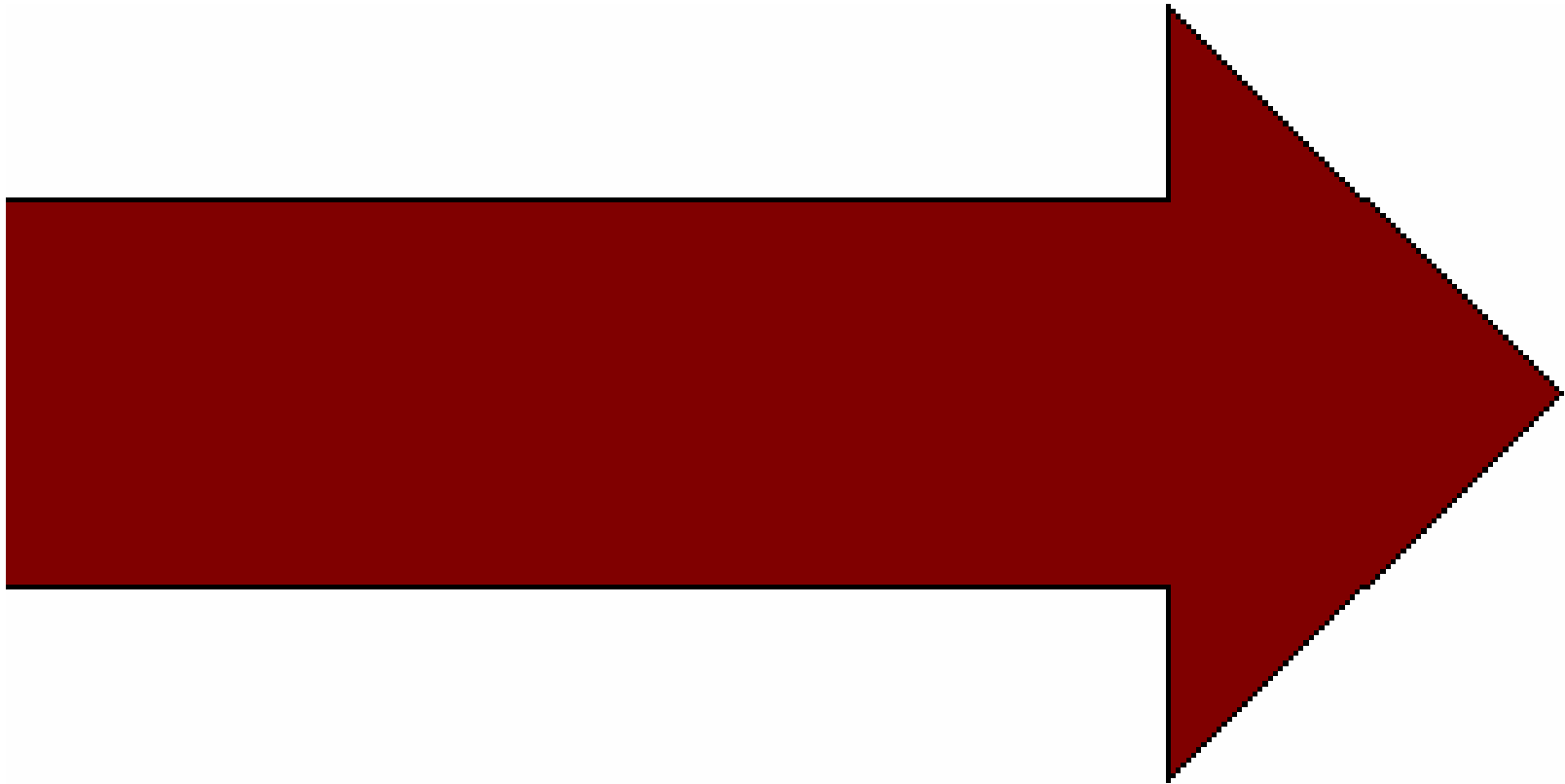
Project Email Updates

Stay up-to-date on project activities by signing up for project email updates.



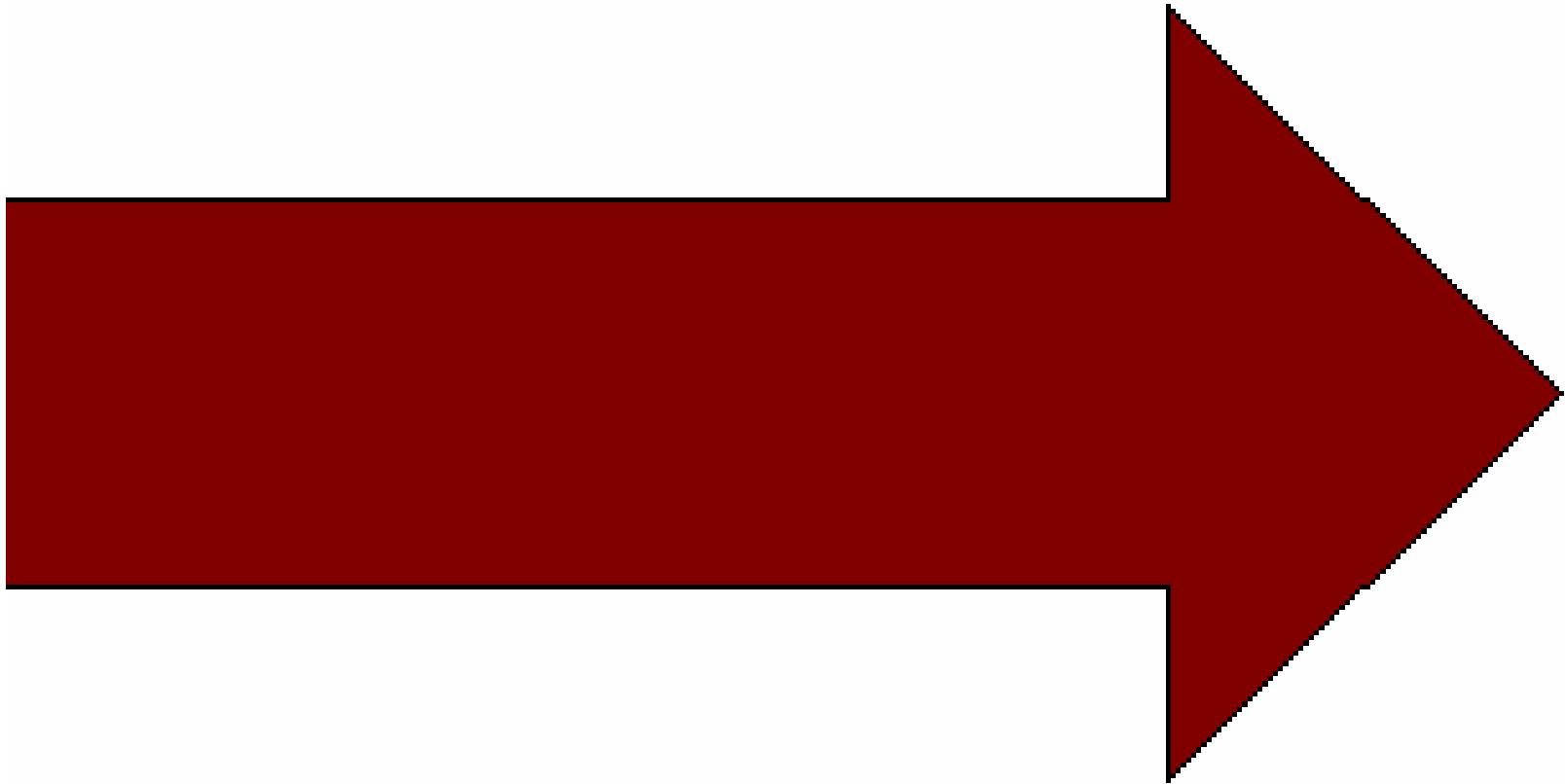
SR-92: Lehi - Highland
Environmental Assessment

SR-92 Open House



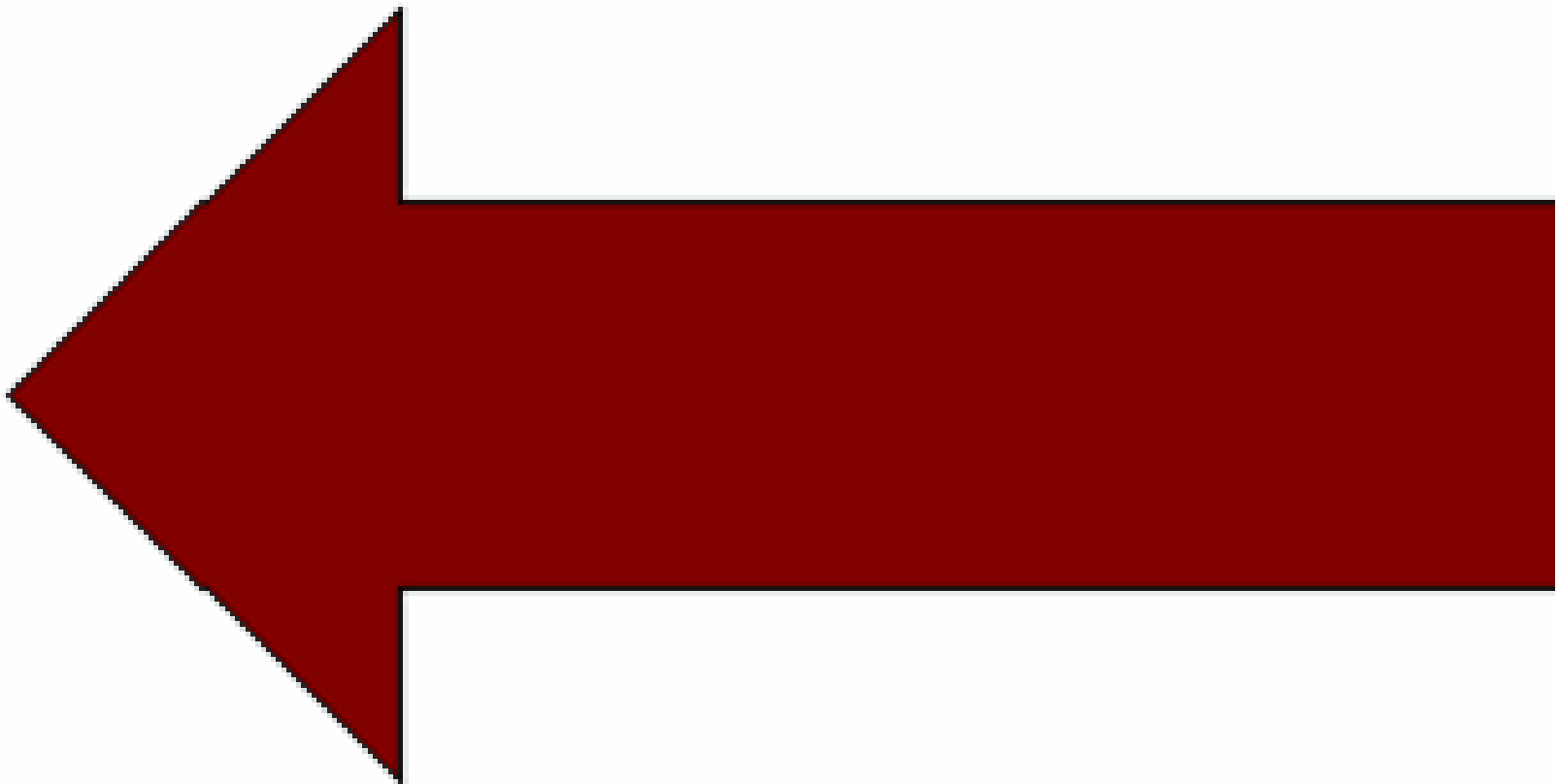
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SR-92 Open House



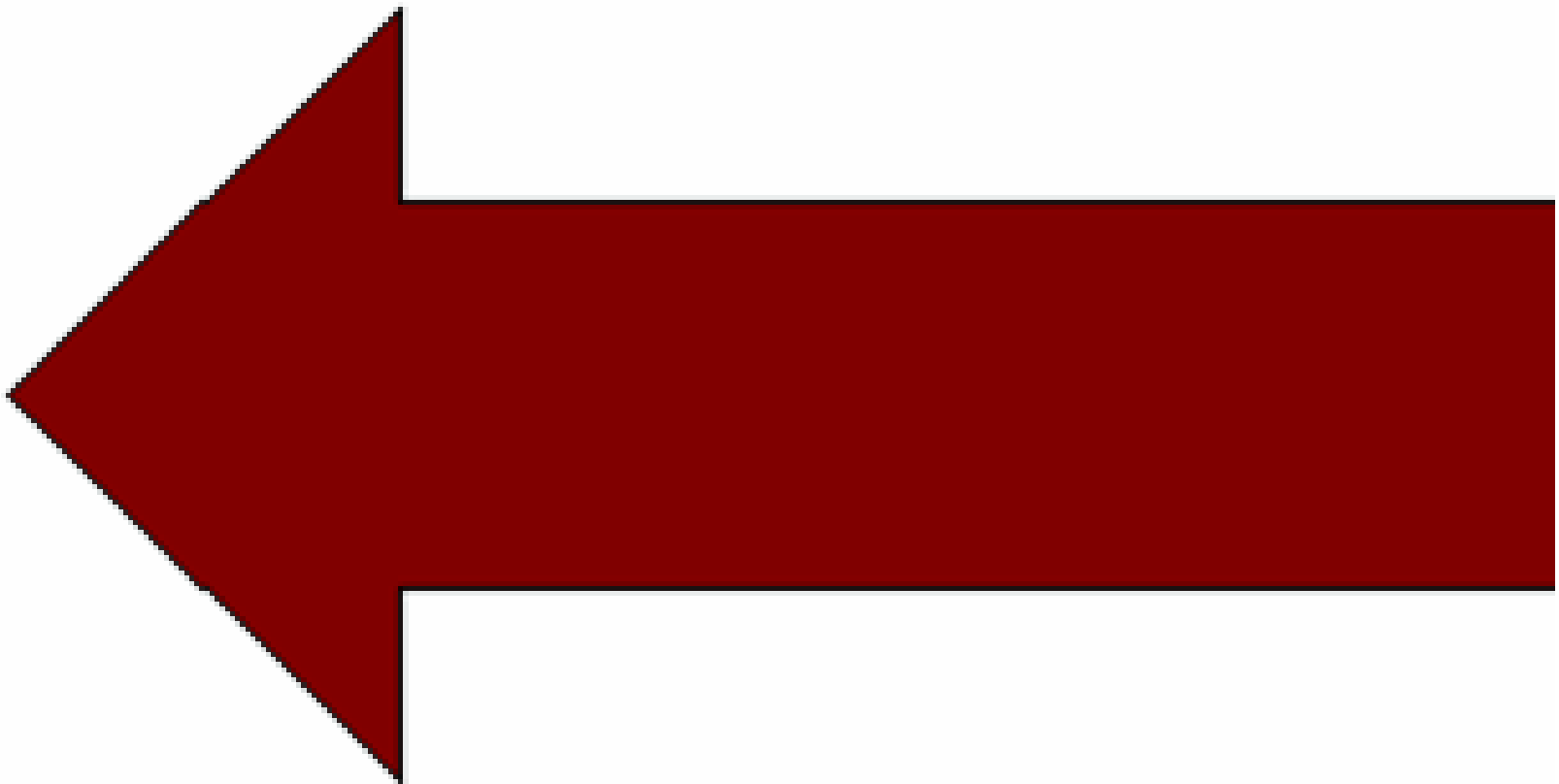
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SR-92 Open House



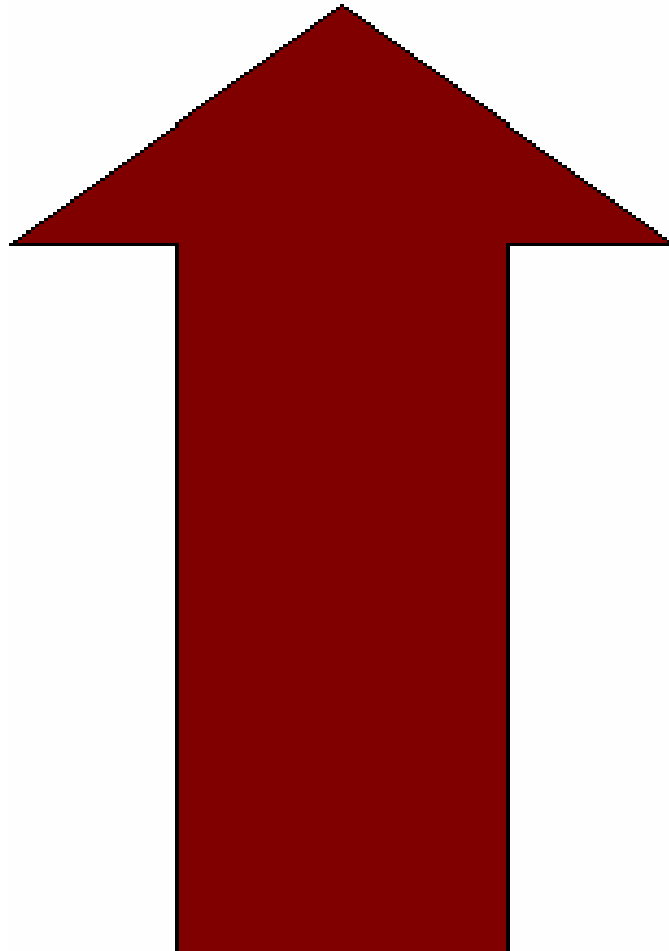
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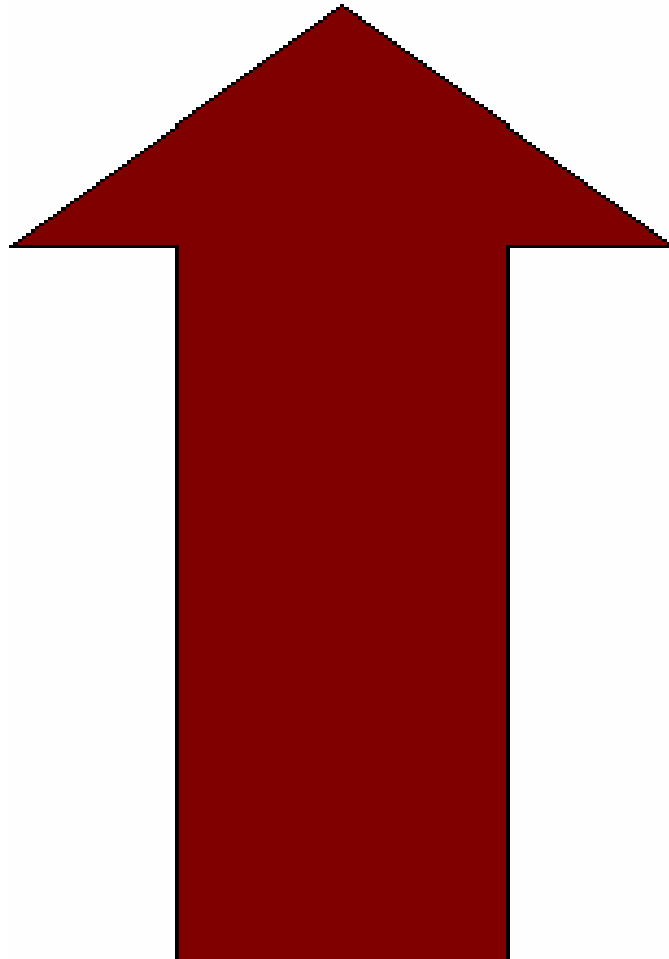
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SR-92 Open House



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SR-92 Open House



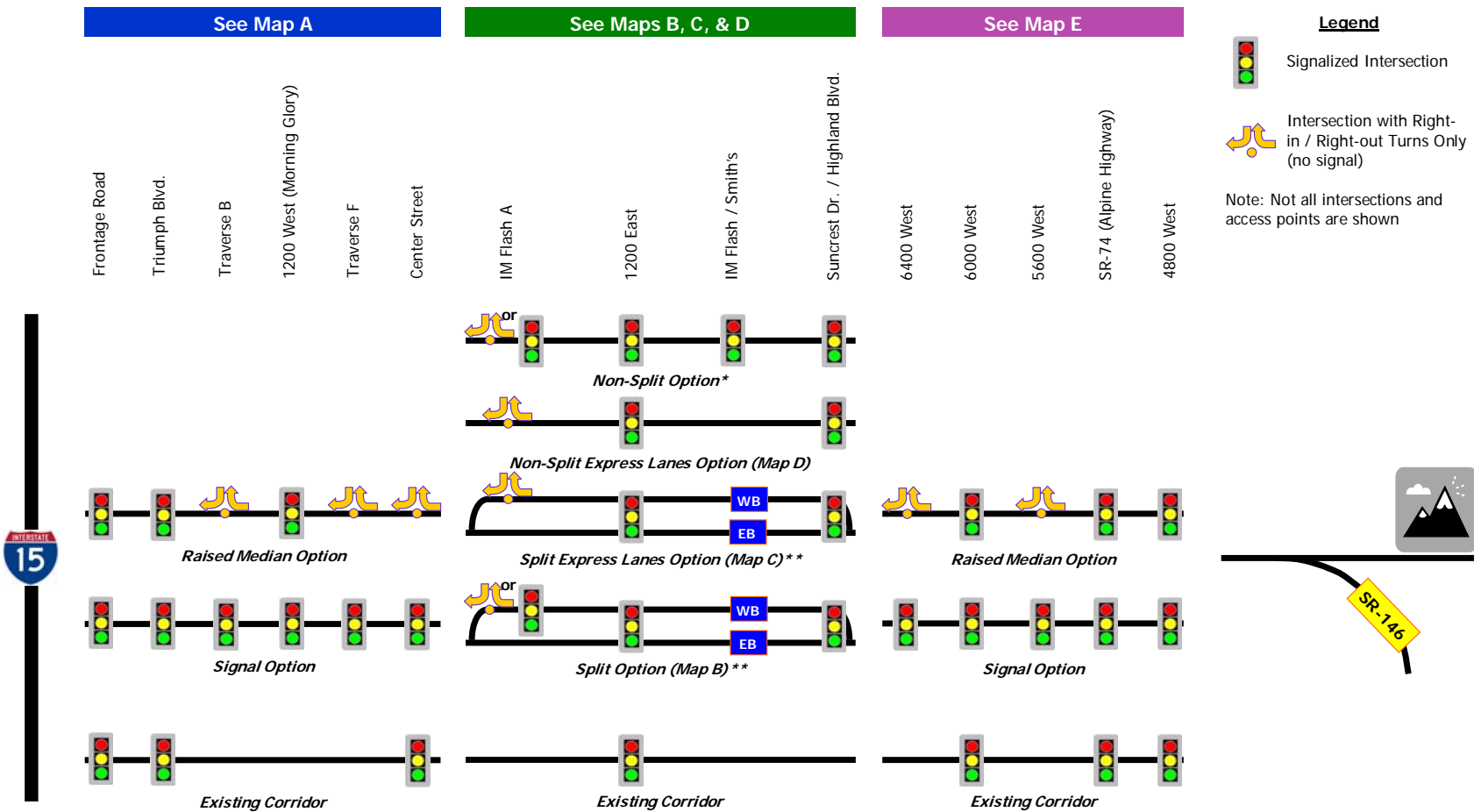
SR-92 Alternatives Open House

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SR-92: Lehi - Highland Environmental Assessment

September 19, 2007

Design Options SR-92, Lehi to Highland



* Although this option is not shown on a detailed map, it has not yet been eliminated as an option for detailed analysis.

** The purpose of the Split and Split Express Lanes Options is to avoid aqueduct relocation.